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SPAR M-202A, S.P. 2789-01 (I-394)
From T.H. 101 - C.S.A.H. 15 in
Wayzata to Washington Avenue in
Minneapolis, Hennepin County

Transportation Analysis

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Department of Transportation
Bureau of Policy and Planning

DEPARTMENT Mn/DOT - Transportation Forecasts
Room 813

Office Memorandum

TO : Craig Robinson
Project Manager
Layout, Research and Development
District 5 - Golden Valley

DATE: June 22, 1978

FROM : Kenn Kopitzke
Director
Transportation Forecasts Section

PHONE: 6-6759

SUBJECT: SPAR M-202A, S.P. 2789-01 (I-394)
From T.H. 101 - C.S.A.H. 15 in
Wayzata to Washington Avenue in
Minneapolis, Hennepin County

This is the second of a two part traffic forecast on I-394. SPAR M-202 should be used in conjunction with M-202A to form the basis of the I-394 distributor study. The estimated 2000 A.D.T. and a.m. and p.m. peak hour volumes are enclosed, as well as heavy commercial and Sigma N-18 data. On the enclosed A.D.T. and peak hour schematic are the second continuous 8 hour volume factors for air study. A point to point movement table is also enclosed.

A 1.25% yearly growth factor can be used to factor traffic up to year 2005 and down to year 1985. The metro growth on freeways is determined from the following analysis:

METRO GROWTH ON FREEWAYS

<u>Central Cities</u>	<u>Suburban</u>	<u>7 County Area</u>
1987 3,273,115	7,256,006	10,529,121
1980 3,100,667	6,346,626	9,447,295
% Increase		
1980 - 1987 5.56%	14.33%	11.45%
% Increase		
Per Year		
Compounded .77%/Year	1.92%/Year	1.56%/Year

The above table is based on 1980 trips on the 1975 network and 1987 trips on 1975 network (1987 trips were interpolated zone by zone between the 1980 trips and 2000 trips).

Craig Robinson
June 22, 1978
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The average 8 hour peak on T.H. 12 using A.T.R. locations is 49.3% of the A.D.T. (the average highest 8 consecutive hours of the A.D.T.). The average 3 hour peak on T.H. 12 is 20.3% (average highest 3 consecutive hours of the A.D.T.).

A heavy commercial schematic with segments is enclosed. The traffic shown on the turns is in schematic form. However, the N-18 Values were computed so they reflect the traffic actually using the respective ramps. The heavy commercial traffic was based on counts recorded in the area. The vehicle type distribution presented is for the year 2000. If the vehicle type distributions are desired for 1985, 1995 or 2005, adjust these 2000 Values by 1.25% per year.

The heavy commercial traffic from 6-7 a.m. is 3.2% of the total heavy commercial traffic in the average day. This applies to all segments. The heavy commercial traffic from 10-11 p.m. is 1.7% of the total heavy commercial traffic in the average day for the interstate segments, and 1.0% for all of the remaining segments.

The N-18 is for the 20 year period from 1985 to 2005. It reflects the legal limits of 18,000 pounds on a single axle and 32,000 pounds on a tandem.

If Values are desired for the legal limits of 20,000 and 34,000 pounds, multiply these numbers by a factor of 1.08.

The information presented in the report is based on the following:

- 1) 2000 on 1990 alternate 1C Metro Network (1978)
- 2) System 16 heavy commercial percentages
- 3) 1972-1976 Mn/DOT traffic counts

If any questions arise, feel free to contact myself or Mark Levenson at 296-1627.

Enclosure

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Traffic Forecast

SPAR M 202ADESIGN OR FORECAST YEAR 2000

T.H.(s): 394

S.P.:

County: Hennepin

Location: I-94, Penn Avenue

Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		1	2	3	4	5	6	7	8	9	10	11
SINGLE-UNIT VEH.	Cars & 4-tire trucks	20954	10461	6488	5340	11828	9313	1148	26262	20922	53704	938
	2-axle dual-tire trucks	460	232	136	112	246	206	24	574	464	1170	30
	3 axles or more	156	78	40	34	70	68	6	186	156	382	16
COMBINATIONS	3- & 4-axle semis	246	88	48	40	88	80	8	216	176	510	4
	5- (or more) axle semi	68	110	54	46	106	108	8	272	220	394	2
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	116	56	34	28	62	50	6	140	112	290	10
	AADT	22000	11025	6800	5600	12400	9825	1200	27650	22050	56450	1000
	HCAADT	1046	564	312	260	572	512	52	1388	1128	2746	62
	DHV											
	DIRECTIONAL DISTRIBUTION											
	20-yr. Σ N-18 in design lane (000)	1695	1230	660	550	1225	1130	110	3025	2470	3430	318

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202ADESIGN OR FORECAST YEAR 2000

T.H.(s): 394

S.P.:

County: Hennepin

Location: Penn - Parkway

Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		12	13	14	15	16	17	18	19	20	21	22
SINGLE-UNIT VEH.	Cars & 4-tire trucks	3950	1876	376	1782	6294	51068	6400	3300	1600	700	1400
	2-axle dual-tire trucks	126	60	12	58	202	1086	0	0	0	0	0
	3 axles or more	62	32	6	30	102	342	0	0	0	0	0
COMBINATIONS	3- & 4-axle semis	16	8	2	8	26	500	0	0	0	0	0
	5- (or more) axle semi	4	4	-	4	10	392	0	0	0	0	0
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	42	20	4	18	66	262	0	0	0	0	0
	AADT	4200	2000	400	1900	6700	53650	6400	3300	1600	700	1400
	HCAADT	250	124	24	118	406	2582	0	0	0	0	0
	DHV											
	DIRECTIONAL DISTRIBUTION											
	20-yr. Σ N-18 in design lane (000)	318	155	155	195	670	3230	20	10	10	3	3

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: Parkway - T.H. 100
Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		23	24	25	26	27	28	29	30	31	32	33
SINGLE-UNIT VEHs.	Cars & 4-tire trucks	4000	48268	4600	2444	1408	2814	564	1314	46294	5798	33660
	2-axle dual-tire trucks	0	1086	148	78	46	92	18	44	1022	174	1008
	3 axles or more	0	342	76	40	22	46	10	22	312	68	396
COMBINATIONS	3- & 4-axle semis	0	500	20	10	6	12	2	6	492	62	360
	5- (or more) axle semi	0	392	6	2	2	4	-	2	390	74	432
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	0	262	50	26	16	32	6	14	240	24	144
	AADT	4000	50850	4900	2600	1500	3000	600	1400	48750	6200	36000
	HCAADT	0	2582	300	156	92	186	36	86	2456	402	2340
	DHV											
DIRECTIONAL DISTRIBUTION												
20-yr. Σ N-18 in design lane (000)		15	3225	490	258	258	300	123	123	3075	1278	4005

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: T.H. 100 - Turners Crossroads
Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		34	35	36	37	38	39	40	41	42	43	44
SINGLE-UNIT VEHs.	Cars & 4-tire trucks	5516	6264	40018	11408	40868	3852	6676	1504	1314	5170	2536
	2-axle dual-tire trucks	166	188	1198	342	860	124	212	48	42	164	82
	3 axles or more	64	74	472	134	248	62	106	24	22	82	40
COMBINATIONS	3- & 4-axle semis	60	68	428	122	436	16	28	6	6	84	12
	5- (or more) axle semi	70	80	514	146	320	4	8	2	2	8	4
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	24	26	170	48	218	42	70	16	14	52	26
	AADT	5900	6700	42800	12200	42950	4100	7100	1600	1400	5500	2700
	HCAADT	384	436	2782	792	2082	248	424	96	86	330	164
	DHV											
DIRECTIONAL DISTRIBUTION												
20-yr. Σ N-18 in design lane (000)		875	875	4765	1278	2595	420	685	187	187	620	420

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A

DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: Louisiana - CSAH 156
Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		45	46	47	48	49	50	51	52	53	54	55
SINGLE-UNIT VEHs.	Cars & 4-tire trucks	37298	564	1222	470	2344	6198	3666	35882	3008	5640	940
	2-axle dual-tire trucks	744	18	40	16	78	200	116	704	96	180	30
	3 axles or more	192	10	22	8	40	102	58	172	48	90	16
COMBINATIONS	3- & 4-axle semis	420	2	4	2	10	26	16	414	12	24	4
	5- (or more) axle semi	316	-	-	-	2	6	4	314	4	6	-
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	180	6	12	4	26	68	40	164	32	60	10
	AADT	39150	600	1300	500	2500	6600	3900	37650	3200	6000	1000
	HCAADT	1852	36	78	30	156	402	234	1768	192	360	60
	DHV											
	DIRECTIONAL DISTRIBUTION											
	20-yr. Σ N-18 in design lane (000)	2310	278	130	188	188	660	278	2205	310	590	127

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A

DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: CSAH 156 - CSAH 18
Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		56	57	58	59	60	61	62	63	64	65	66
SINGLE-UNIT VEHs.	Cars & 4-tire trucks	1034	4510	1784	33064	6088	27340	5144	2340	22666	4218	30242
	2-axle dual-tire trucks	34	146	58	614	182	642	154	70	502	126	530
	3 axles or more	16	70	28	128	62	148	60	26	92	40	112
COMBINATIONS	3- & 4-axle semis	4	20	8	402	64	412	54	24	362	44	372
	5- (or more) axle semi	2	6	2	310	78	322	66	30	262	54	274
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	10	48	20	132	26	136	22	10	116	18	120
	AADT	1100	4800	1900	34650	6500	29000	5500	2500	24000	4500	31650
	HCAADT	66	290	116	1586	412	1660	356	160	1334	282	1408
	DHV											
	DIRECTIONAL DISTRIBUTION											
	20-yr. Σ N-18 in design lane (000)	127	470	310	1985	727	2760	555	555	2205	727	1770

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: CSAH 18 - Plymouth Road
Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		67	68	69	70	71	72	73	74	75	76	77
SINGLE-UNIT VEH.	Cars & 4-tire trucks	1504	4796	1600	844	4696	2160	29022	4698	9488	4790	29114
	2-axle dual-tire trucks	48	152	50	28	152	70	490	150	304	154	494
	3 axles or more	24	76	26	14	74	34	94	76	154	78	96
COMBINATIONS	3- & 4-axle semis	6	20	6	4	22	10	366	20	40	20	366
	5- (or more) axle semi	2	6	2	-	6	4	270	6	12	6	270
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	16	50	16	10	50	22	108	50	102	52	110
	AADT	1600	5100	1700	900	5000	2300	30350	5000	10100	5100	30450
	HCAADT	96	304	100	56	304	140	1328	302	612	310	1336
	DHV											
DIRECTIONAL DISTRIBUTION												
20-yr. Σ N-18 in design lane (000)		240	490	160	160	490	240	1675	615	1000	630	1685

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A DESIGN OR FORECAST YEAR 2000

T.H.(s): 394 S.P.:
County: Hennepin
Location: Plymouth - I-494
Remarks: WOW

	VEHICLE TYPE	SEGMENT NUMBER										
		78	79	80	81	82	83	84	85	86	87	88
SINGLE-UNIT VEH.	Cars & 4-tire trucks	1596	3100	940	1408	3380	1408	28058	3224	19026	3724	5772
	2-axle dual-tire trucks	52	100	30	46	110	46	472	86	510	100	156
	3 axles or more	26	50	16	22	52	22	86	28	296	44	68
COMBINATIONS	3- & 4-axle semis	6	14	4	6	16	6	364	34	104	40	62
	5- (or more) axle semi	2	4	-	2	6	2	268	68	454	80	124
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	18	32	10	16	36	16	102	10	60	12	18
	AADT	1700	3300	1000	1500	3600	1500	29750	3450	20450	4000	6200
	HCAADT	104	200	60	92	220	92	1292	226	1424	276	428
	DHV											
DIRECTIONAL DISTRIBUTION												
20-yr. Σ N-18 in design lane (000)		208	330	158	158	355	208	1630	898	2860	827	827

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202ADESIGN OR FORECAST YEAR 2000

T.H.(s): 394

S.P.:

County: Hennepin

Location: I-94 - CSAH 15

Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		89	90	91	92	93	94	95	96	97	98	99
SINGLE-UNIT VEH.	Cars & 4-tire trucks	27844	9994	24736	2286	2916	282	472	2306	1466	21738	698
	2-axle dual-tire trucks	746	266	376	42	92	10	16	72	66	324	10
	3 axles or more	328	36	134	36	46	4	8	38	24	86	10
COMBINATIONS	3- & 4-axle semis	198	106	326	10	12	2	2	8	6	314	14
	5- (or more) axle semi	596	166	238	2	4	-	-	4	2	234	10
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	88	32	90	24	30	2	2	22	16	54	8
	AADT	29800	10600	25900	2400	3100	300	500	2450	1550	22750	750
	HCAADT	1956	606	1164	114	184	18	28	144	84	1012	52
	DHV											
DIRECTIONAL DISTRIBUTION												
	20-yr. Σ N-18 in design lane (000)	3750	898	2070	265	300	35	45	235	220	1780	125

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202ADESIGN OR FORECAST YEAR 2000

T.H.(s): 394

S.P.:

County: Hennepin

Location: CSAH 15 - W. TH 101

Remarks:

	VEHICLE TYPE	SEGMENT NUMBER										
		100	101	102	103	104	105	106	107	108	109	110
SINGLE-UNIT VEH.	Cars & 4-tire trucks	3222	7896	1886	1886	5182	4824	1150	14330	3346	7974	1434
	2-axle dual-tire trucks	104	110	20	20	84	40	50	254	60	254	26
	3 axles or more	52	64	24	24	70	20	20	32	24	126	10
COMBINATIONS	3- & 4-axle semis	54	92	38	38	82	60	14	202	52	84	22
	5- (or more) axle semi	34	60	22	22	46	48	6	154	8	18	4
	Twin trailers	-	-	-	-	-	-	-	-	-	-	-
	Buses & truck-trailers	34	28	10	10	36	8	10	28	10	44	4
	AADT	3500	8250	2000	2000	5500	5000	1250	15000	3500	8500	1500
	HCAADT	278	354	114	114	318	176	100	670	154	526	66
	DHV											
DIRECTIONAL DISTRIBUTION												
	20-yr. Σ N-18 in design lane (000)	480	650	290	290	600	425	200	1100	295	825	130

NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

Traffic Forecast

SPAR 202A

DESIGN OR FORECAST YEAR 2000

T.H.(s): 394

S.P.:

County: Hennepin

Location: W. T.H. 101

Remarks:

	VEHICLE TYPE	SEGMENT NUMBER									
		111	112	113	114						
SINGLE-UNIT VEH.	Cars & 4-tire trucks	954	4622	474	12698						
	2-axle dual-tire trucks	18	196	10	228						
	3 axles or more	8	104	4	22						
COMBINATIONS	3- & 4-axle semis	16	34	8	180						
	5- (or more) axle semi	2	10	2	150						
	Twin trailers	-	-	-	-						
	Buses & truck-trailers	2	34	2	22						
	AADT	1000	5000	500	13500						
	HCAADT	46	378	26	602						
	DHV										
	DIRECTIONAL DISTRIBUTION										
	20-yr. Σ N-18 in design lane (000)	90	600	50	745						

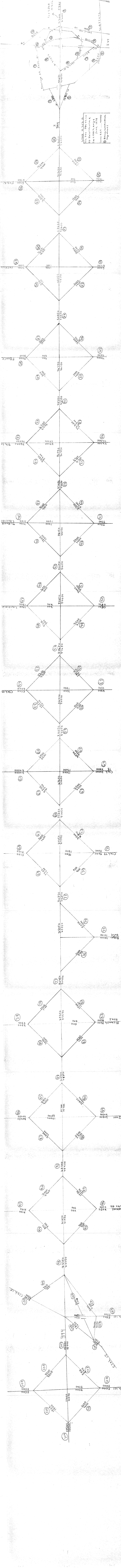
NOTE: The Sigma N-18 data presented in this table apply to flexible pavement only.

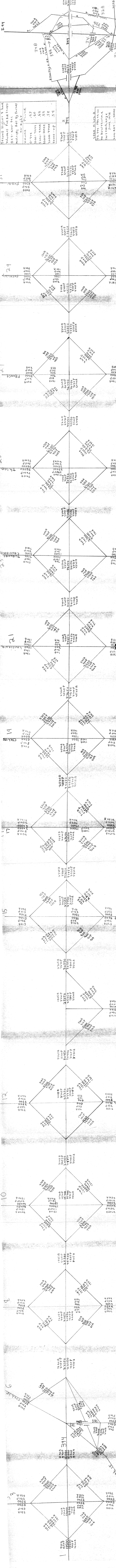
M-202A - POINT TO POINT ADT

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	TOTAL	
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2	1000	-	3500	-	-	-	-	-	300	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5000	
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4	-	-	-	-	2000	1250	-	-	600	500	100	100	200	100	100	100	350	100	100	-	-	100	-	350	100	-	-	-	-	-	-	300	400	500	900	8250	
5	-	-	-	2000	1500	-	-	-	300	800	100	-	100	-	-	100	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	300	-	5500	
6	-	-	-	1250	1500	-	-	-	500	-	-	-	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3500		
7	500	-	-	-	-	-	-	400	-	600	-	-	100	-	-	150	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	200	200	2450	
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9	1700	300	1200	600	300	500	-	1600	-	13000	-	400	1700	100	700	100	1200	-	100	-	-	-	300	-	200	-	-	-	-	-	-	100	400	700	2600	29800	
10	1700	200	-	500	800	-	600	200	13000	-	600	200	850	100	-	100	-	100	-	200	-	100	-	-	300	100	-	100	-	-	-	100	400	300	100	400	20450
11	300	-	350	100	100	-	-	50	-	600	-	600	750	-	100	-	300	-	50	-	-	-	-	-	-	-	-	-	-	-	-	50	50	50	150	3600	
12	200	-	100	100	-	-	-	-	400	200	600	-	400	100	50	200	100	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	50	50	50	150	3600
13	400	-	200	200	100	250	100	150	1700	850	750	400	-	-	450	400	1300	-	100	200	-	50	100	-	300	100	50	-	100	-	-	100	100	50	-	3300	
14	300	-	200	100	-	-	-	-	100	100	-	100	-	-	1800	-	400	-	100	-	-	-	200	-	300	50	-	100	-	-	50	400	300	400	800	10100	
15	200	-	100	100	-	-	-	-	700	-	100	50	450	1800	-	500	-	50	50	100	-	50	50	300	150	-	-	-	-	-	-	100	150	-	100	5100	
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17	1300	-	50	350	200	-	200	100	1200	-	300	100	1300	400	-	17000	-	700	-	750	-	1800	-	2050	-	100	-	-	-	-	-	-	1200	950	150	300	29000
18	100	-	50	100	-	-	-	-	100	-	50	-	100	100	50	400	-	1800	-	1000	-	200	-	150	-	400	-	-	-	-	-	100	200	200	350	4800	
19	100	-	-	100	-	-	-	-	100	-	50	-	100	100	50	400	-	1800	-	1000	-	200	-	1150	-	100	-	100	-	-	-	400	100	150	-	6000	
20	200	-	-	-	-	-	-	-	200	-	50	200	-	-	100	-	750	-	1000	-	200	-	200	-	1450	100	-	100	-	-	50	300	500	500	700	6600	
21	100	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	200	-	200	-	500	-	50	-	-	-	-	-	-	-	-	-	-	50	1300		
22	100	-	-	100	-	-	-	-	-	100	-	-	50	-	50	-	300	-	200	-	500	-	1400	-	1050	-	-	-	-	-	-	300	350	300	500	5500	
23	100	-	100	-	-	-	-	-	300	-	-	-	100	200	50	400	-	150	-	200	-	1400	-	1300	-	-	-	-	-	-	-	-	900	900	400	600	7100
24	500	-	500	350	-	-	-	200	-	-	-	300	-	-	300	-	2050	-	1150	-	50	-	1300	-	23900	200	400	-	200	-	600	800	1200	2525	6275	42800	
25	400	-	50	100	-	-	-	-	300	-	-	100	300	300	150	1300	-	400	-	1450	-	1050	-	23900	-	400	-	300	-	200	100	2600	800	400	1400	36000	
26	100	-	-	-	-	-	-	-	100	-	-	50	50	-	200	100	100	-	100	100	-	-	-	200	400	-	900	-	300	-	500	400	700	300	400	4900	
27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3000		
28	100	-	-	-	-	-	-	-	100	-	-	100	100	-	-	200	-	-	-	100	100	-	-	-	300	-	300	-	1700	-	300	200	400	1100	1300	6400	
29	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4000		
30	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1900		
31	100	-	-	-	-	-	-	-	100	-	-	-	50	-	-	100	-	100	-	50	-	-	-	600	100	500	-	300	-	500	-	900	-	-	-	6700	
32	400	-	-	300	-	-	-	50	400	400	50	100	400	400	100	300	1200	200	400	300	-	300	900	800	2600	400	600	200	500	200	900	-	-	-	12400		
33	400	-	-	400	-	-	100	-	700	300	50	100	300	200	150	300	950	200	100	500	-	350	900	1200	800	700	300	400	400	100	1125	-	-	-	-	11025	
34	300	-	100	500	100	-	200	-	1700	100	50	50	400	300	-	500	150	200	-	500	-	300	400	2525	400	300	150	1100	300	400	-	-	-	-	-	11025	
35	500	-	100	900	300	-	200	-	2600	400	150	-	800	400	100	600	300	350	150	700	-	50	500	600	6275	1400	400	150	1300	300	300	2175	-	-	-	22000	
TOTAL	13500	5000	8500	8250	5500	3500	2450	3100	29800	20450	3600	3300	10100	5000	5100	24000	29000	4800	6000	6500	1300	5500	7100	42800	36000	4900	3000	6400	4000	1900	6700	12400	11025	11025	22000	373500	

M 202 A - POINT - POINT Peak hour

[illegible]





Second Highest 8 hour
 Volumes For Air Study
 OCT - NOV - DEC
 Multiply APT By Factors
 on right

Volume	Factor
0-999	.63
1000-9999	.62
10000-99999	.58
20000-99999	.54

SPAR M 222 A
 Th 394 - Fort Hill
 To Hawthorne
 June 1978
 2000 APT 40000
 2000 APT - 24 PH 600

